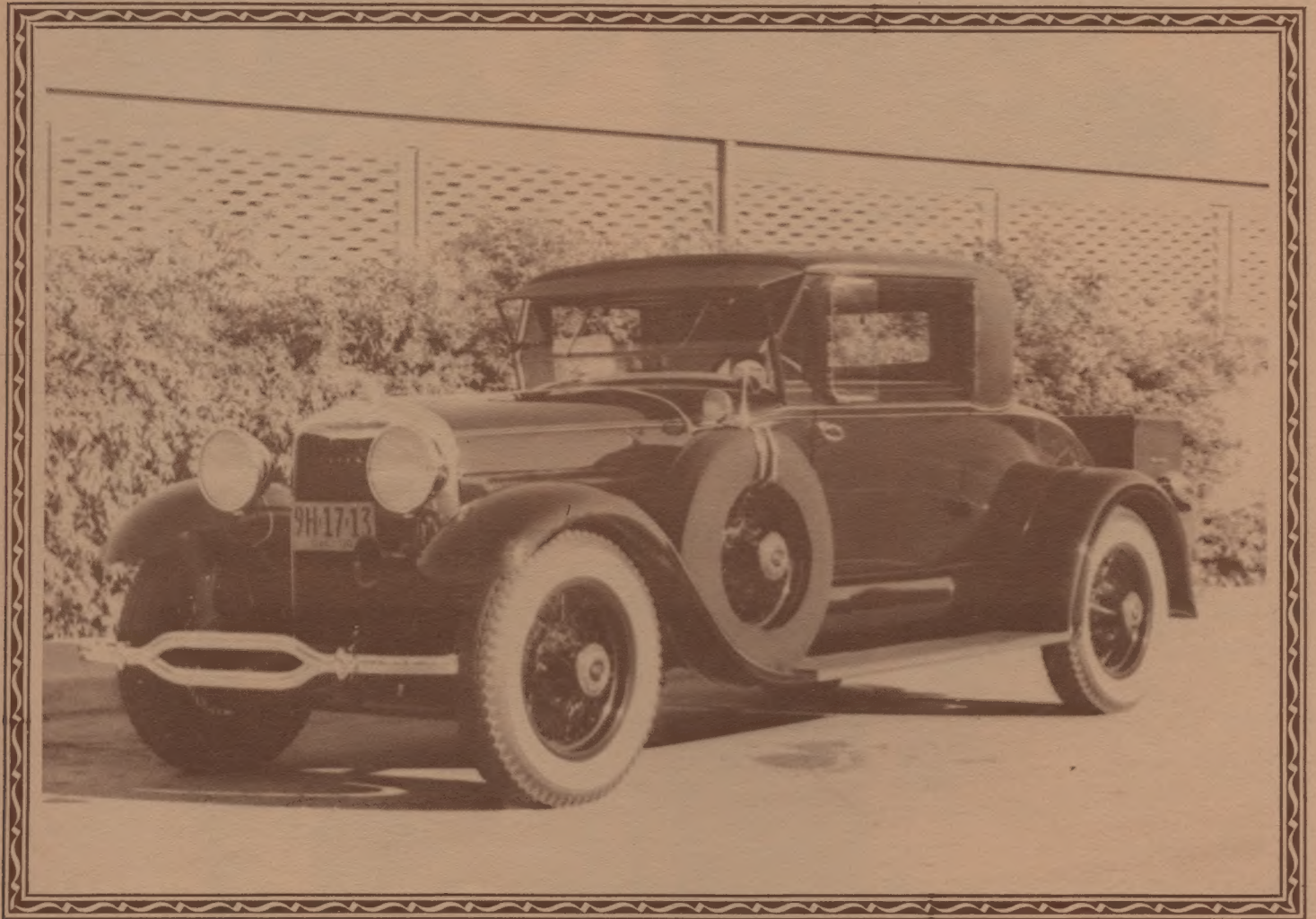


The FORK *and* BLADE

THE PUBLICATION OF THE LINCOLN OWNERS' CLUB, INC.

VOLUME 18 NUMBER 1

JANUARY-FEBRUARY 1979



1928 7-Passenger Sedan
Exposition Park, Los Angeles



“Dick Whittington”

The Fork & Blade

(USPS 055-430)

Lincoln Owners' Club Inc.

P.O. BOX 189

Algonquin, Il. 60102

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THE LINCOLN OWNERS' CLUB, INC. is a non-profit membership corporation chartered in the state of Connecticut. The purpose of the club is to further the restoration and preservation of Lincoln Motorcars produced through 1940 with the exception of the Zephyr and Continental. By providing a channel of communication, the club strives to bring together in good fellowship all who own or admire these fine examples of automotive craftsmanship.

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Club Projects

1. 1924-1930 Lincoln Service Bulletins	\$ 30.00
2. 1931-1935 Lincoln Service Bulletins	25.00
3. Authentic Covers for 1924-1935 Lincoln Service Bulletins	5.00
4. L Lincoln Shop Manual	20.00
5. 1931-1938 Chassis Parts Catalog, (on 4 microfiche cards)	5.00
6. 1931-1937 Body Parts List Catalog, (on 8 microfiche cards)	5.00

If you have any questions or problems regarding the club projects please let Mr. Harper know. All L.O.C. reprints are sold on a money-back guarantee. You pay the postage and see that the item in question is returned in the same condition sent. Projects, Lincoln Owners Club, P.O. Box 189, Algonquin, Il. 60102.

EDITORIAL

Believe it or not the Fork & Blade has gone West. Out to California where there resides a sleepy contingent of Lincoln owners who will now have there chance to put new life into the Lincoln Ownwers' Club. The transition was made as a result of dwindling sources of material in the East. It is about time that the Western Division get its act together and pull its share of the load. New sources of material are available and fresh ideas are at hand.

This issue inagurates a new format, a little of the old and a lot of the new. The magazine is broken down into sections or columns; each of which carries a different theme. Some sections have a guaranteed content while others must rely on material supplied by the membership.

1. Vehicles pictured on the front cover shall have a feature article within.
2. Full page photograph of a working Lincoln. (post sale vehicle)
3. Editorials and reports from club officers as necessary.
4. Technical section with a separate catagory for mail-in questions and answers from members.
5. Special articles covering meets, tours, or special interest Lincolns.
6. Feature article (with cover photograph) written by a member regarding his vehicle or collection.
7. Full page factory photo frome the "Lincoln Album".
8. A Feminine Forum written by and addressed to the ladies of the club.
9. Buy, Sell, & Swap section to help members assist each other in the procuring of parts for their Lincolns.
10. An original era Lincoln advertisment to be displayed on the rear cover.

Keep in mind that the membership MUST support the magazine which will, in turn, sell the club. The primary job of the editor is to assemble and direct. It is the responsibility of the members to assist each other in the quest for knowledge by supplying material for publication. Most of the membership has been remiss in their duties toward the club. If all of the members (over 500) wrote one article about their vehicle, there would be enough material to keep this magazine going for over fifty years! If you are involved in a specific operation or repair of your Lincoln, take an evening and write about it and submit it to the Fork & Blade; others will surely benefit from your experience. Remember the purpose of the club, we are in it together to further the restoration and preservation of the Lincoln Motorcar, to provide channels of communication and bring together in good fellowship all who own or admire these fine examples of automotive craftsmanship.



Lincolns Out West

by Rick Zobelein

It finally happened. A group of L Lincoln owners decided it was about time to do some story telling, tire kicking, and a little wining & dining out at the park. Three very enthusiastic members, Rick Zobelein, Tim Nill, and Ed Linotti / felt that the time was ripe for a picnic. Under the title of "The Golden Gate Lincoln Group" these men assembled a list of L Lincoln owners in the San Francisco Bay Area and then proceeded to wake every sleeping dog (greyhound) they could find. Invitations were sent out and then followed up with a phone call to assure a good turnout.

Saturday, September 9th rolled in and everything was in our favor, except the weather. The barbeque was going, but the sun was gone. Forget Badminton and Volleyball, the rain was coming and the day was lost. Or was it??? By twelve noon fourteen L Lincolns appeared from all points North, South, East, and West. They came from Santa Rosa, San Francisco, San Jose, Santa Cruz, and Watsonville. Tom Powels couldn't resist the invitation and had arrived from Los Angeles a day before with his suitcase full of goodies for those in need.



Jack Passey brought two convertibles up from his stable in Freedom; neither cars had tops that were functional. In fact, the only dry shirts in the crowd were the sedan owners who had all the comforts of home.

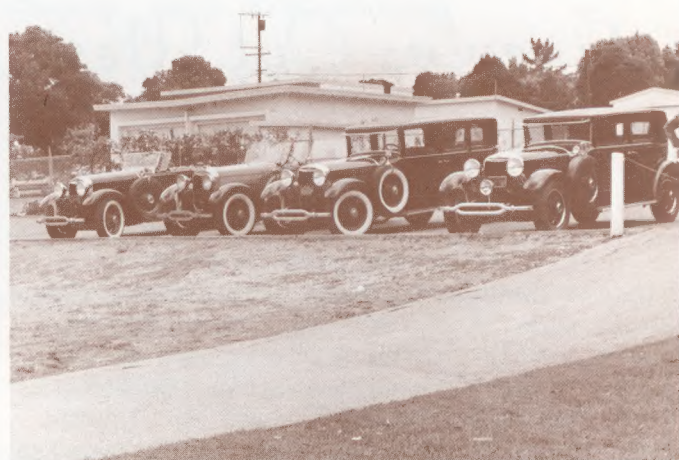
Jim Weston, who hasn't been seen in a L Lincoln for years, showed up with a beautifully restored 2w Town Sedan with rare accessory trim rings on all six wheels. He had been crying for months about poor engine performance and was afraid that a valve job was the only solution. However, shortly before the picnic, Jim lifted the hood, crawled in, and disappeared for several hours. Finally he emerged with a bad distributor cap and a grin on his face. By the time he arrived at the picnic he was so happy and proud of his sedan that he couldn't stop smiling all day, even when it started to rain.

Ed Linotti brought two Lincolns along, one of which was an all original 1927 Sedan with only 7000 miles on the speedometer. Being concerned about the paint, Ed insisted that he have a shady spot to park his car; he couldn't have the sun shining down on that original paint job and top!!! Funny thing, he never stopped to think about the rain, and with the first light drizzle, the car was off to the garage for protection. Ed puts a lot of pride into his Lincolns. (furniture polish, that is!!!).

Steve Lehto came up from Campbell with his 1925 Brunn 7p Sedan. He was the first to notice the fine old gentleman who kept walking around the car and checking it out closely. It was none other than Hermann Brunn who has recently settled in Northern California. After a brief introduction, Steve and Mr. Brunn got into it thick and heavy.

Tim Nill from Napa, was the only one to bring a "rolling restoration in progress". His 1930 Dietrich Convertible Sedan appeared minus top, glass, upholstery, fenders, hood, lights, and running boards, not to mention trunk rack, wipers and side mounts. Still, the crowds came and Tim did a good job of infecting everyone with that "get it on the road" fever.

Early afternoon found everyone dining on steaks and hamburgers, interrupted only by plenty of Lincoln talk. Fun it was but the clouds got darker and the day became shorter. By 2 o'clock, a steady drizzle was falling and all were getting



concerned. It was intended to have everyone get up and talk about their Lincoln, but time was running out. Without further ado, a raffle was held and prizes donated by Tim Nill, Tom Powels, and the Lincoln Owners' Club disappeared quickly. After a quick and fond farewell, everyone was off down the road. Tom Powels returned with Jack Passey & Co. to Watsonville where the fun was to continue for another day. This included a dune buggy ride around Jack's "estate" in the hills above Watsonville.

It could have been better, but for a shot in the dark, we were right on target. This was the biggest and only L Lincoln meet ever held out west and we shall proceed to out do the rest of the country, just give us a little more time. (and good weather).



IN ATTENDANCE

DRIVING

1930	3w	Town Sedan.....	T Weber
1926	7	Pass Sedan.....	S Cocolos
1925	7p	Brunn Sedan.....	S Lehto
1929	2w	Town Sedan.....	J Rogers
1928		Locke Rdster.....	B Sohl
1925		Judkins Berl.....	Ed Linotti
1927	5	Pass Sedan.....	Ed Linotti
1930	3w	Town Sedan.....	R Zobelein
1930		Diet Con Sedan.....	T Nill
1930		Phaeton.....	J Eberhart
1930	2w	Town Sedan.....	J Weston
1930	7	Pass Sedan.....	K Minier
1928		Locke DC Phaet.....	J Passey
1930		Locke Rdster.....	J Passey
1924	7p	Brunn Sedan.....	C Henningsen

ON FOOT

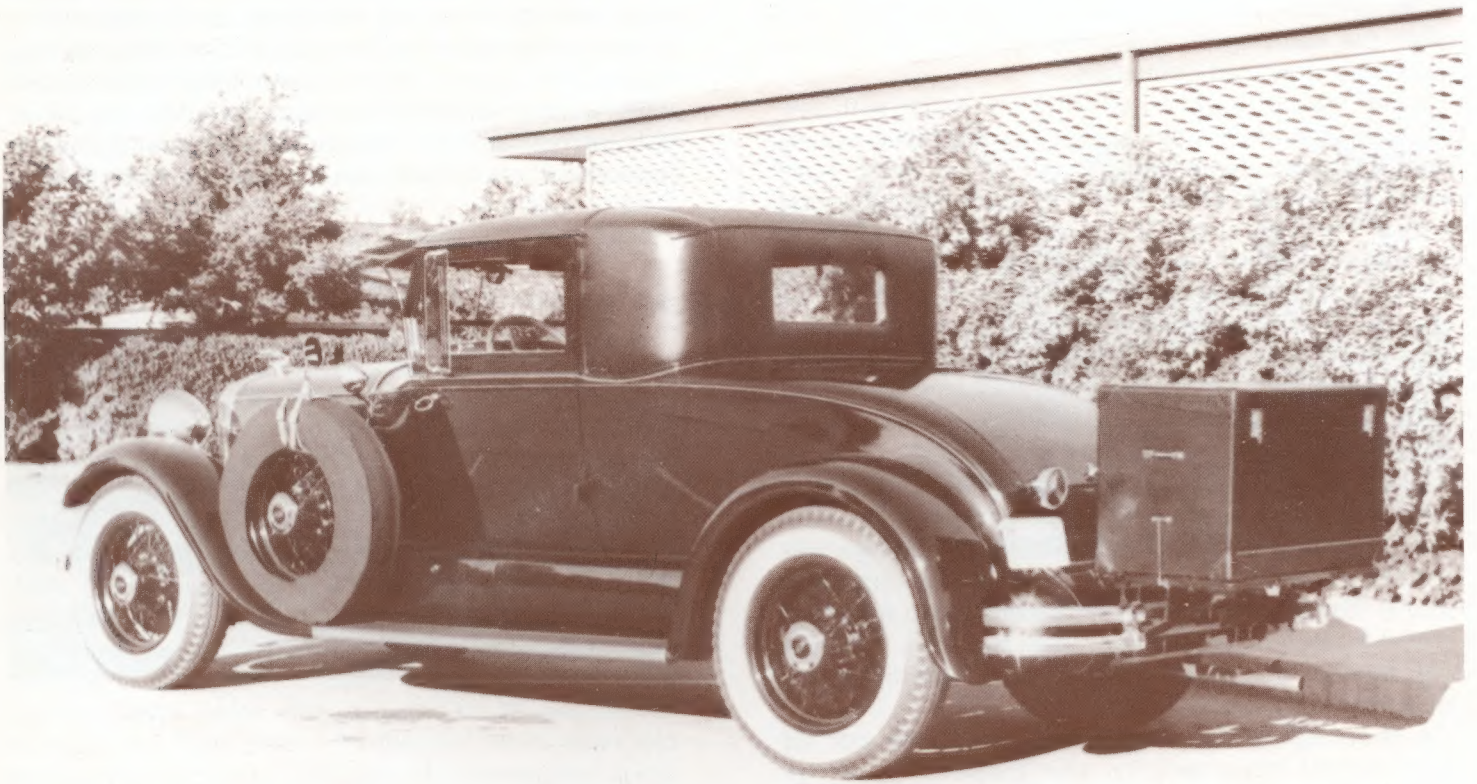
J. Finley	G DeFava
W. Pownall	O Hoyt
L. Piskiewicz	P August
B. Gardner	T Powels
G. Ahlf	H Brunn





Judkins In Cobalt Blue

by Wallace Pownall



It wasn't the car I was looking for at all. It stood with its front end up on jacks and the radiator out on the ground. The body lines were too round and didn't fit my idea of the big square classic. I had read the advertisement in the local San Jose newspaper. "1934 closed-coupled Lincoln Sedan — see Jack Passey at Camden and Bascom Avenues." I had been scanning the paper for months and this ad struck some interest; enough to at least warrant a trip to see it. The car was not what I had in mind.

Since the '34 hadn't suited me, I asked Jack if I could look around while I was there. The cars parked outside his main shed were in rough condition and some were

parts cars. All were interesting but none stood out as anything special until I saw a Lincoln coupe, and I stopped. The top bows and part of the rear cab section had fallen in onto the seats. The corrugated tin sheet hadn't prevented the obvious dry rot in the cab section and who knew where else. The blue paint was near white with oxidation and rust was everywhere. An ugly sight? Well, I didn't think so. Two big questions popped into my mind. "Can I talk Jack into selling it?" and "Am I able to do the obviously monumental job of bringing this beauty back to life?"

As I was talking Jack into selling it and convincing him that I could complete the restoration, I was also

convincing myself. After a short discussion, we had agreed upon a price and I was the proud owner of a 1930 Judkins coupe. I estimated, in my optimistic novice's eyes, on approximately three years to complete the task. It was fortunate that I didn't promise in writing, for it was nearly seven years before Jack saw that I meant what I said.

How do you condense seven years of work into a few pages? Somewhere between 3200 and 3400 hours, I stopped keeping a tally of my labor hours, although I suspect the total is closer to the latter figure. Some months I worked over 80 hours and other months, as many of you who have gone through restorations will know, the hours fell to zero. Why did it take so many hours? It's simple. First, let's face it — I work slowly! Second, the car had deteriorated far more than I had anticipated. And third, and most important, restoring it to its original working condition required study and often the learning of new crafts (new to me.) So the work was slow, but deliberate.

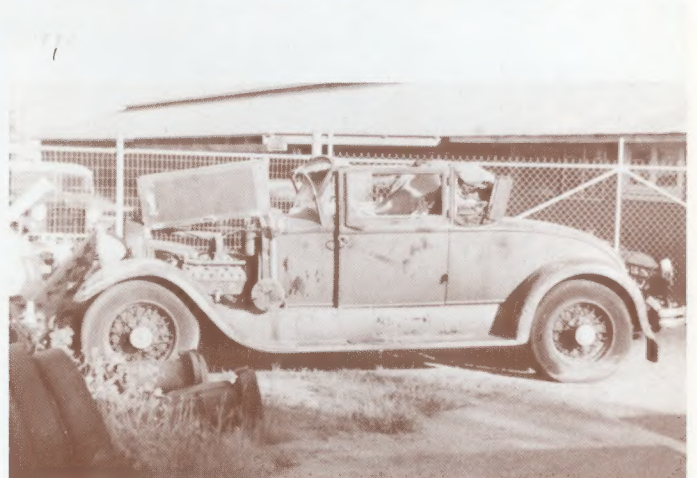
It took six months to rebuild the cab section with new straight-grain, select ash wood. The top bows' curves were cut, not steam-bent. Those of you who have worked with ash know that it is one of the hardest woods. I was fortunate that Jack had a '29 Judkins in his good shed and I was able to take a ship's curve (a draftsman's instrument like a straight-edge that can be bent to record a contour) and map out the top bows and cab contours accurately. The pieces were rough-cut, screwed together and then planed to final shape by hand. The wood was then treated with a preservative.

The door posts and trunk beams were caught in time. Dry rot had begun in one small area in the right post and one trunk beam behind the lid hinge was rotted and had to be replaced. The beam behind it was sound. The four by four curved beams down each side of the trunk lid were sound. I was thankful, for there was no way to replace those without "skinning" the aluminum body panel.

A thorough steam cleaning prepared the car for mechanical disassembly and inspection of the undercarriage. The running boards were rusted completely through, a familiar event in many restorer's lives. The aprons also were rusted through at the running board line. Both engine splash aprons were rusted through as well as the battery box floor. Jack informed me that running boards were more scarce than Doble steam engines, so I decided to make a new pair. My shop-garage has a small tool collection, but a metal shear, metal brake-bending machine, arc welder, spot welder, and drill press were missing from my tool pool. I solved this problem by enrolling in an adult education metal shop course at the local high school. One semester later, I had two exact duplicates of my running boards. They cost me \$6.60 for steel plus \$5.00 bending charge at another shop with a larger brake. I applied the welding training to repair the remaining rust-out areas.

A side story came the following semester when I looked around for someone to do my damascene work (engine turning) on my polished monel metal instrument panel. I couldn't find anyone to do it. I investigated the patterns and turning sequences and decided I'd do it myself on the school's drillpress. I used cratex abrasive sticks, fine grit, and hand-indexed the piece. It took 2½ hours and came out beautifully. The sticks are like long rubber erasers with the abrasive imbedded in the rubber. The stick was chucked into the drill leaving only about an inch out to prevent wobble, dressed with a file about every fifth plunge and a light pressure used for about 10 seconds each swirl. Machine shop supply houses carried the abrasive sticks.

Next came the total dismantelling of the car. Everything removable came off and was labelled, along with its attaching hardware, and numbered in the sequence removed. Hardware to be replated was bagged and labelled. When it came time to replate, the plater went crazy with the bags and labels, but I was glad that I did so when I attempted to reassemble those hundreds of parts. Reassembly came as much as four



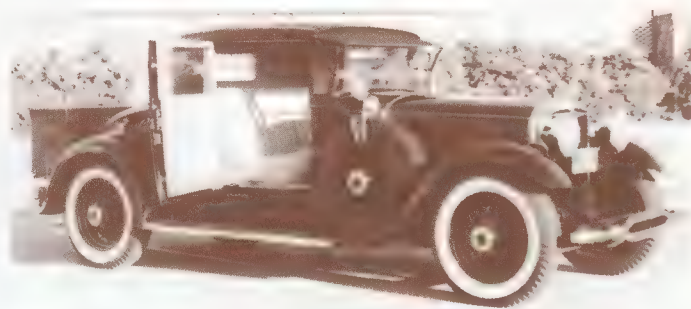
years later. It would have meant a catastrophe to do it from memory.

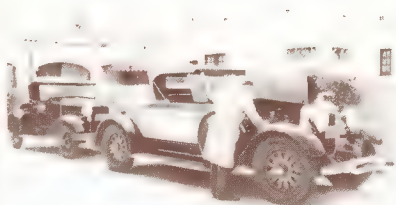
Then I gave the car back to Jack Passey. No, it wasn't because I was quitting. I wanted the engine rebuilt correctly by a recognized Lincoln expert and Jack was the man. Meanwhile, I had plenty to do with all the parts left behind on my garage floor. There was body and fender work aplenty. Jack had given me another good piece of advice. "Buy a small compressor and do the painting yourself." He explained that only the owner of the car, even though an amateur, will have the patience to do the proper paint job for a show car. No one cares about your car more than you do.

With the exception of Jack's engine rebuild and a professional upholstery job, I did the restoration work myself. Most of the work was totally new to me. The reprints of owners and shop manuals made available through CCCA and LOC, the support and advice of many friends in the hobby, a little common sense, and a mountain of aching muscles were enough to assure successful completion.

The original paint combination obtained from the Ford Archives was cobalt blue and off-white trim striping, with the fenders and aprons the familiar jet black. I duplicated the combination, so the car stands now as it looked when delivered to Long Beach, California, Branch #19, in April, 1930.

The first show in which I entered the car was the September, 1975 LZOC and LCOC Western Meet in Los Gatos, California. I didn't feel the car was ready yet, but Bill Schmidt convinced me to enter it. They had a good showing of the "Big Lincolns" that day and my coupe did quite well in the competition. I continued to work to improve the car, and correct the defects the show's judging had uncovered. I have done the same after each of the eleven concours' I have entered since then. The car is never really finished. I suppose I will say it is if I ever score 100 points at the Grand Classic. Concours #9 was the Grand Classic, July, 1978, and resulted in a respectable second place in the Primary Custom Early Class with a score of 98 points. I've shown it at Pebble Beach for the past three years and have scored 97 points each time. My friends say I'm in a rut! All of these shows had high scoring Lincolns in several classes. Lincolns are making a good showing in the competition field. In the past three years, it seems that more and more Lincolns are displayed and do well at these concours'. It is great that, in the Classic Car category, the quality of the Lincoln is being recognized.





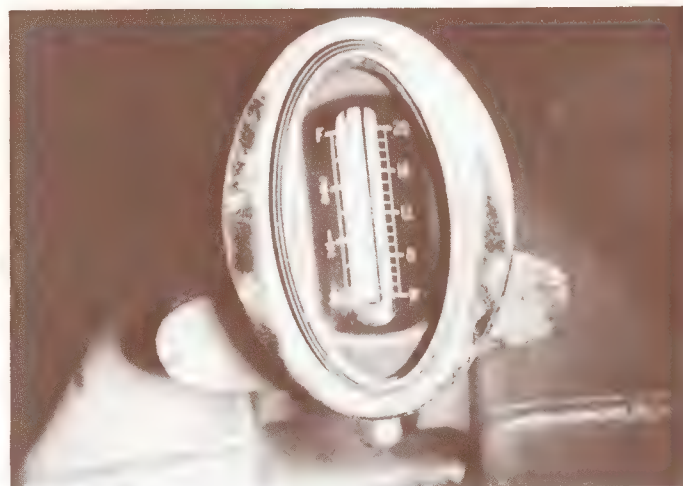
TECHNICALLY SPEAKING

The Hydrostatic Gas Gauge

Dash instrumentation is a useful asset for anyone operating an automobile. Each gauge, functioning on a different principle, monitors the performance of the powerplant, its input and resulting output. Proper operation of such equipment may instill a certain degree of confidence or warn of impending disaster.

The original gas gauge consisted of a stick of wood used to measure fluid levels. Deluxe sticks came with accurately marked graduations, a great advancement in the field of precision. Over the years, different devices were tried; one method being developed on the hydrostatic principle. Lincolns produced after 1927 were delivered with a hydrostatic gas gauge that functioned quite well, but for a limited time. Those of us who are lucky enough to have this type of gauge seem to rely on the early stick method of determining fluid levels in the gas tank. Such prehistoric methods are quite unnecessary once the original factory unit is restored to proper operating condition.

The Lincoln gas gauge consists of a three part unit: the sender, airline, and head (dash unit). Gasoline in the tank, depending on actual fluid level, forces air in the sender to move down the airline to the dash unit. Here, through the use of a fluid filled "U" tube, air pressure pushes on the fluid and causes it to rise at the front of the gauge. IT IS IMPORTANT TO NOTE THAT THERE IS FLUID IN THE DASH UNIT ONLY. The rest of the system is full of air. (For a more complete description, refer to the November 1927 Service Bulletin, available from Club Projects, Lincoln Owners' Club.



In overhauling the system, one should start at the head and work back to the tail. Removing a unit from the dash involves two nuts and an air line connection. It sounds easy, but the hard part is standing on your head to do it; and working behind the dash necessitates disconnecting the battery for safety reasons. Inside the back of the unit is a calibrating rod which may fall out if you turn the unit upside down. Do not loose this rod.

Once the unit is on the bench, remove the door by bending out the lock-over tabs. Glass, gaskets, and face plate may now be removed. Nickel plate the door, cut new gaskets, and clean or replace the glass and face plate. If the body of the unit is in good shape, just clean the glass tube and plumbing and dry thoroughly. DO NOT DISASSEMBLE ANY FURTHER. If the body of the unit is broken, mark the position of the adjustment nuts and carefully remove the glass and plumbing unit from the old body. Next, clean and dry the assembly, check for leaks, and install in the new body. (Be extremely careful not to damage the glass tube as it is not replaceable. The tube is leaded or soldered into

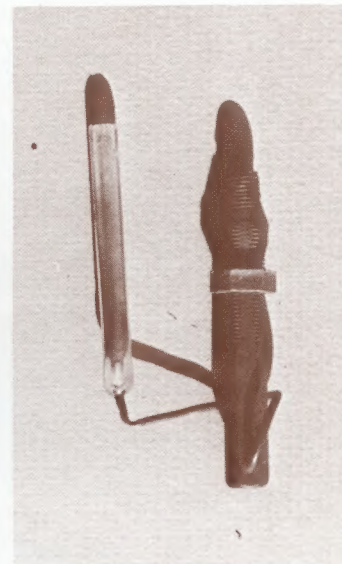
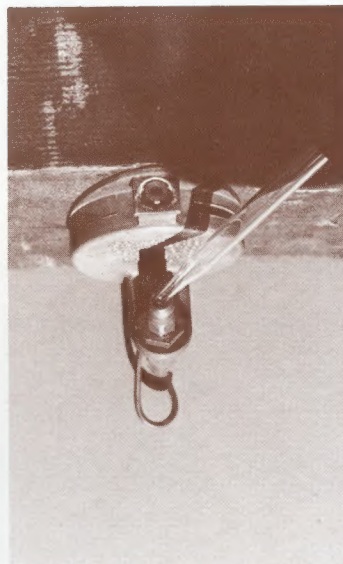
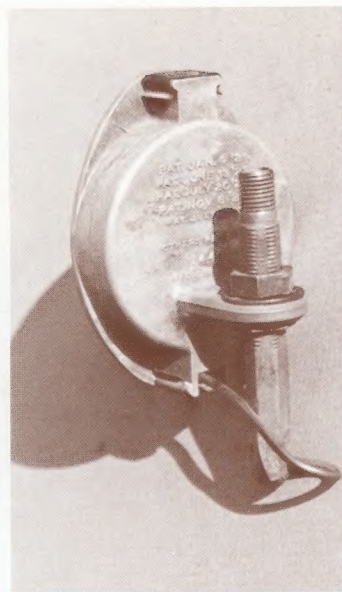
place as the indicator fluid used will destroy any plastic glue that might be used in hopes of repair.) Replace the adjustment nuts to their original positions and install calibrating rod in the back of the head. (if used originally.)

Mount the reassembled unit in a vise without door and glass; tape face plate into position for reference. Since the dash board is at an angle, be sure to mount the unit in the vise to approximate dash installation. Using a glass eyedropper, add fluid to the back of the unit. Fill as necessary to reach the Reserve or "R" level on the face plate. Don't overdo this as the fluid is slow to rise and may not stabilize for a while. Always watch for fluid leaks. Finish reassembly and install unit in dash.

Next, check the air line for leaks or restrictions and correct by replacing with new tubing. Measure length of old tubing or purchase approximately 13' 6" of capillary tubing and solder old fittings on to new tubing. The air line is located along the inside right chassis rail and follows the speedometer cable up through the floor to the dash. Replacing this line may involve removal of the gas tank. If this operation is done, also remove the sender from the tank and check for line restrictions or plugged orifices. In most instances, there are no problems with the sender. Remember that the air line and all connections must be AIR TIGHT.

Fill the gas tank and take the car out on a road test. Stopping, starting, and cornering will splash gas around in the tank and create an air pocket in the sender. This will force air, under pressure, to the dash unit and cause the fluid level to rise in the gauge. It may take the unit awhile to function properly and prolonged inactivity in the garage may cause the fluid level to drop. However, another trip around the neighborhood may return the fluid to its proper level. If it doesn't, you have an air leak in the system or you are out of gas.

NOTE: Unit face, indicator fluid, unit body, air line, and fittings are available in kit form from Tom Powels, Classic Car Service, in California. Consult membership directory.



The Market Place



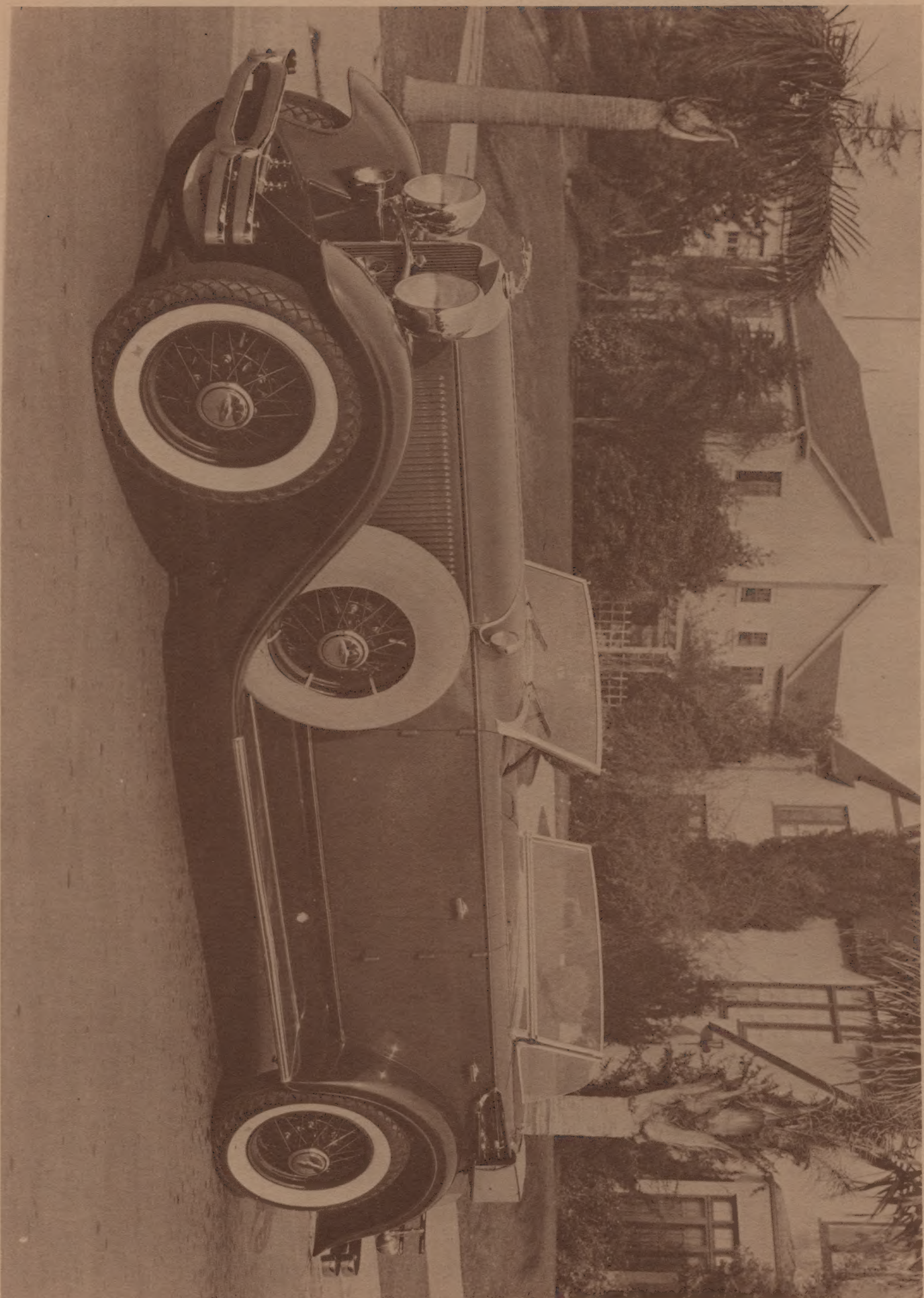
1934 KA sedan, 5 passenger (type 525). A fine original Lincoln with six wire wheels, trunk rack, and trunk. Also has rare factory freewheeling installed as an option on only a few KAs. Absolutely no rust or rot anywhere. Paint, upholstery, and chrome are good, tires, fair to good. A presentable Lincoln to enjoy or a quick and easy high point restoration. A fine tour car with lots of go and factory assist power brakes. No recent pictures. In dry storage the last ten years. Price: \$13,900. Prefer phone calls. Harrison Bridge, 40 Yarmouth Rd. Chestnut Hill, Mass. 02167. Phone: 617-277-2288.

Head Gaskets, V-12 series K, 1934-1940. \$85.00, postage included. Price firm to February 15, 1979. Personal checks welcome. Twentytwo pairs left out of production run of fifty. The dies have been destroyed. Contact Mike Lynch, 18 Hastings Ave. Toronto, Ontario, Canada, M4L-2L2. Phone at 416-466-6775, Nites, 7 to 11 PM.

1934 Lincoln, need main lite switch located at bottom of steering column. Wish to buy, or could borrow to reproduce, Also need trunk for same. Contact Malcolm Willits, 6793 Hollywood Blvd. Hollywood, Calif. 90028.

1935 K, Need any or all luggage rack trim, and hubcaps. Also interested in any L or K parts/cars. Contact Gerald Lettieri, 132 Old Main St., Rocky Hill, Conn. 06067. Phone 203-529-7177.

1931 Dual Cowl Phaeton
Body by Murphy



MOTOR LAND

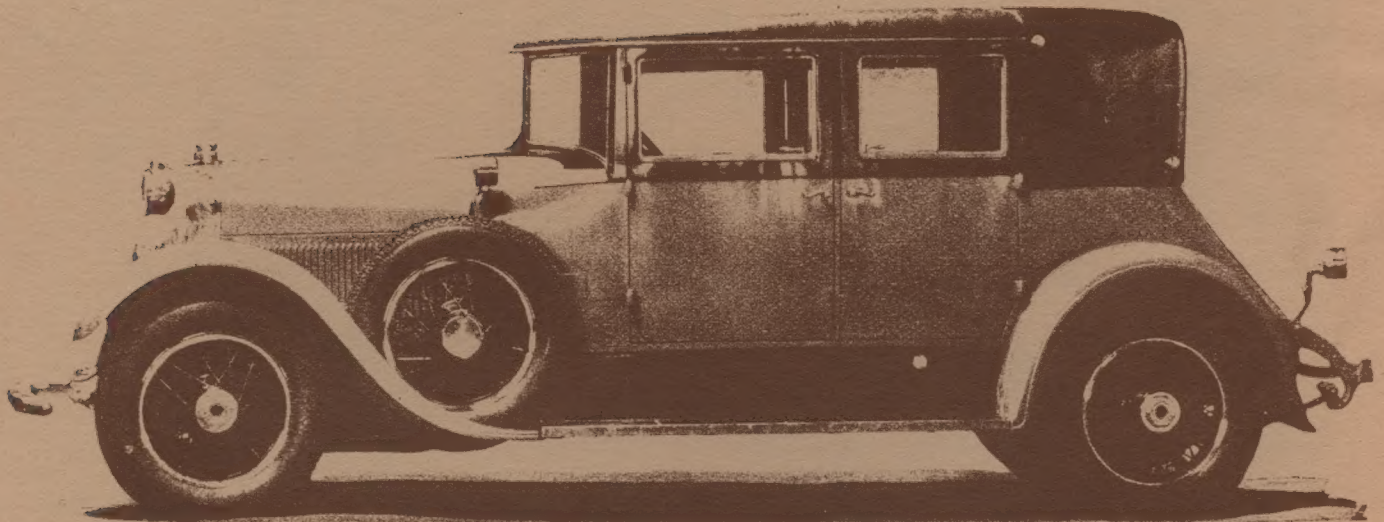
The Sensation of the Automobile Show
was

“EL ESCORIAL”

[[At the Lincoln Exhibit]]



ESTABLISHED 1865



Body built by

LARKINS & CO.

ESTABLISHED 1865

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*Specialists in Duco and Opex Enamel-
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